

(c)(2) of this AD, the following baseline TIS are established:

(i) For compressor rotor spool assemblies, P/N's 6010T57G04 and 6010T57G08, whether or not used in RHL operations, baseline is 2,000 hours TIS.

(ii) For turbine front shafts, P/N's 5003T35P01 and 573D358P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(iii) For turbine coupling shafts, P/N's 4001T26P01 and 278D987P002, if utilized in RHL operation, baseline is 1,000 hours TIS; if never utilized in RHL operations, baseline is 2,000 hours TIS.

(iv) For turbine rear shafts, P/N's 4005T29P01 and 37D400244P101, whether or not utilized in RHL operation, baseline is 2,000 hours TIS.

(v) For Stage 1 front cooling plates, P/N's 37C300055P101, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(vi) For Stage 1 aft cooling plates, P/N's 3002T25P01 and 645C334P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(vii) For Stage 2 front cooling plates, P/N's 3000T88P02 and 645C332P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(viii) For Stage 2 aft cooling plates, P/N's 3002T27P01 and 645C336P002, whether or not utilized in RHL operation, baseline is 1,000 hours TIS.

(ix) For Stage 1 turbine wheels, P/N 4002T17P02 TF3, if utilized in RHL operation, baseline is 1,000 hours TIS; if never utilized in RHL operation, baseline is 2,000 hours TIS.

(x) For Stage 2 turbine wheels, P/N 4002T96P02 TF3, if utilized in RHL operation, baseline is 1,000 hours TIS; if never utilized in RHL operation, baseline is 2,000 hours TIS.

(e) For the purpose of this AD, the following definitions apply:

(1) RHL operation is defined as performing more than 10 lift-carry-drop cycles per hour TIS without landing, or more than 10 takeoffs and landings per hour TIS.

(2) Light overhaul is defined as scheduled engine maintenance that allows the engine to continue in service until scheduled major overhaul time is reached.

(3) Major overhaul is defined as scheduled engine maintenance including complete engine inspections and tests with repair or replacement of parts or components as necessary.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR

21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on March 27, 1997.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 97-8475 Filed 4-2-97; 8:45 am]

BILLING CODE 4910-13-U 1

14 CFR Part 71

[Airspace Docket No. 97-AWP-14]

Proposed Revision of Class E Airspace; Sacramento, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to revise the Class E airspace area at Sacramento, CA. This action removes from the Sacramento E5 airspace area description that portion of airspace defined as a surface area for Sacramento Executive Airport and corresponding references. Deleting this portion of the description which describes a surface area conforms to the E5 airspace area standard. This surface area is thoroughly and appropriately described in the Sacramento Executive Airport, CA, Class E2 airspace area. A review of airspace classification and air traffic procedures has made this action necessary. The intended effect of this action is to remove overlapping descriptions of controlled airspace.

DATES: Comments must be received on or before April 15, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Operations Branch, AWP-530, Docket No. 97-AWP-14, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business at the Office of the Manager, Operations Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation

Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with the comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 97-AWP-14." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Operations Branch, Air Traffic Division, at 15000 Aviation Boulevard, Lawndale, California 90261, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Operations Branch, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the class E airspace area at Sacramento, CA. This action removes from the Sacramento E5 airspace area

description that portion of airspace defined as a surface area for Sacramento Executive Airport and corresponding references. Deleting this portion of the description which describes a surface area conforms to the E5 airspace area standard. This surface area is thoroughly and appropriately described in the Sacramento Executive Airport, CA, Class E2 airspace area. A review of airspace classification and air traffic procedures has made this action necessary. The intended effect of this action is to remove overlapping descriptions of controlled airspace. Class E airspace areas are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points,

dated September 4, 1996, and effective September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP CA E5 Sacramento, CA

Sacramento VORTAC
(Lat. 38°26'37" N, long. 121°33'06" W)

That airspace extending upward from 700 feet above the surface within an 11.3-mile radius of the Sacramento VORTAC and that airspace within a 33-mile radius of the Sacramento VORTAC, bounded on the west by the west edge of V-23, and clockwise along the 33-mile radius to the northeast edge of V-23 and that airspace southwest of Sacramento VORTAC bounded by a line beginning at lat. 38°16'00" N, long. 122°05'04" W; to lat. 38°30'00" N, long. 121°48'04" W; to lat. 38°16'00" N, long. 121°39'04" W; to lat. 38°02'00" N, long. 121°52'04" W, thence via lat. 38°02'00" N, to the west edge of V-195, thence via the west edge of V-195 to lat. 38°16'00" N, thence to the point of beginning. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the point of intersection of the east edge of V-195 and the south edge of V-200, thence via the south edge of V-200, the west edge of V-23 and lat. 39°00'00" N, to the west edge of V-165, thence via the west edge of V-165 to the north edge of V-244, thence via the north edge of V-244 to long. 120°04'04" W, thence via long. 120°04'04" W, to lat. 38°07'00" N, thence via lat. 38°07'00" N, to long. 121°37'04" W, thence via long. 121°37'04" W, to lat. 38°02'00" N, thence via lat. 38°02'00" N, to the east edge of V-195, thence via the east edge of V-195 to the point of beginning.

* * * * *

Issued in Los Angeles, California on March 4, 1997.

George D. Williams,
Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 97-8498 Filed 4-2-97; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 97-AEA-19]

Proposed Establishment of Class E Airspace; Zelienople, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would establish Class E Airspace at Zelienople, PA. The development of a new Standard Instrument Approach Procedure (SIAP) at Zelienople Municipal Airport based on the Global Positioning System (GPS) has made this proposal necessary. Additional controlled airspace extending upward from 700 feet above

the surface (AGL) is needed to accommodate this SIAP and for Instrument Flight Rules (IFR) operations to the airport. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before April 30, 1997.

ADDRESSES: Send comments on the proposed rule in triplicate to: Manager, Operations Branch, AEA-530, Docket No. 97-AEA-19, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy Int'l Airport, Jamaica, NY 11430. The official docket may be examined in the Office of the Assistant Chief Counsel, AEA-7, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430.

An informal docket may also be examined during normal business hours in the Operations Branch, AEA-530, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, NY 11430.

FOR FURTHER INFORMATION CONTACT: Mr. Francis T. Jordan, Jr., Airspace Specialist, Operations Branch, AEA-530, F.A.A. Eastern Region, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: “Comments to Airspace Docket No. 97-AEA-19”. The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All